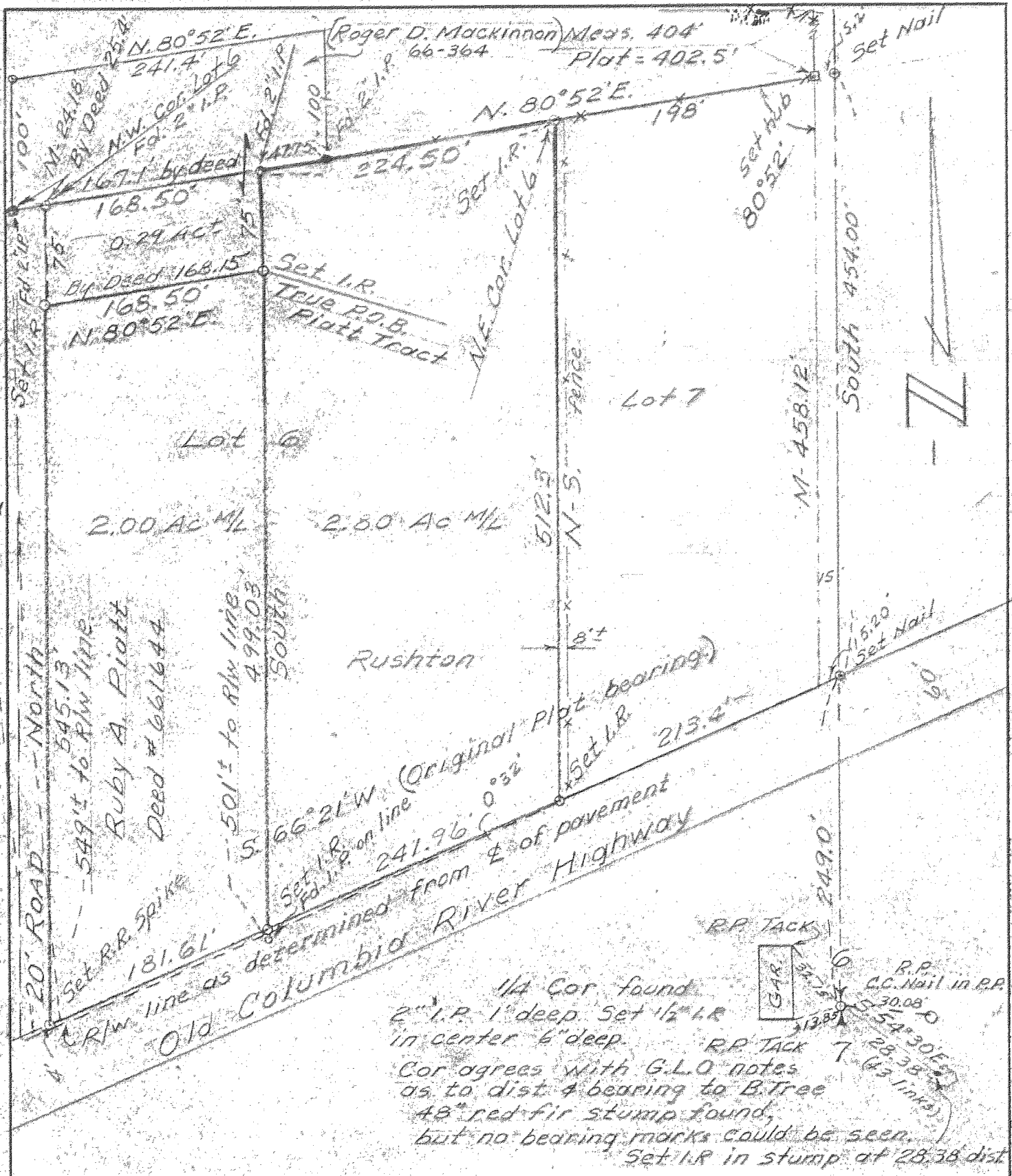


FILED

SEP 28 1971

Carlton Van Elberg
COUNTY SURVEYOR

By _____
DEPUTY



REGISTERED
OREGON
LAND SURVEYOR

Verl R. Fraley

SEPT. 4, 1948
VERL R. FRALEY
183

Date	No.	Revisions	By	App.
Design		Scale 1"=100'		
Survey	V.F.	Date 3-9-67		
Drawn	V.F.	Sheet 1 of 1		
App'd	Ckd.	Wk. Or. No. 3706		

Survey
Lot 6, Division No. 1
in Sections 6 & 7
T. 2 N.; R. 8 E., W.M.
Hood River County, Ore.

1:22A 6-508

CONSULTING
Engineers — TENNESON ENGINEERING CORPORATION

PHONE (503) 296-9177
 412 WEST SECOND PLACE
 THE DALLES, ORE. 97058

September 7, 1967

FIELD NOTES

FOR: Work Order #3706 - Survey for Ray Yoder and Bud Rushton, Lot 6,
 Division No. 1 in Sections 6 & 7, Township 2 North Range 8 East, Willamette
 Meridian, Hood River, County, Oregon

CREW: Verl R. Fraley, Oregon Land Surveyor #183
 Bob Ulrich, Head Chainman
 Dave Bonn, Chainman

DATES PERFORMED: July 20, 28, 31 and August 3, 1967

WEATHER: Fair

REFERENCE: 8½" x 11" Map - Scale - 1" = 100'
 Official Map of Division No. 1
 on file in Hood River County Engineer's Office

FILED

JAN 19 1970

Carlos Van Ekburg
 COUNTY SURVEYOR
 By _____ DEPUTY

On July 17, 1967, our firm was retained by Ray Yoder to survey his sisters property (Ruby A. Piatt) in Lot 6, Division No. 1, East of Cascade Locks, Oregon. His neighbor, Bud Rushton later contacted us to survey his property, which is also in Lot 6.

Before beginning the field work, official maps of Division No's. 1 and 2 and all available recorded maps of surveys in the area were obtained at the Hood River County Engineer's Office.

The first field problem was to locate the one-quarter corner common to Sections 6 and 7. We spent about 1 day to find this corner due to wrong information given us as to the location of a bearing tree. Also on the recorded map of Division No. 1, the distance of 208 feet from the North line of the County Road (Old Columbia River Highway) to the said one-quarter corner is in error. By scale, the surveyor must have intended the distance to be shown from the South line.

On a map of the survey of the A. D. Hawk property signed by C. M. Hurlburt, County Engineer, a distance of 249 feet from the North right-of-way line of the Old Columbia River Highway to the one-quarter corner was shown. We measured this distance and found a 2" iron pipe which was about 1 foot under the road surface. This pipe agrees with the G.L.O. distance and bearing to a 30" red fir bearing tree. However, only a 48" stump remains with all the bearing marks destroyed.

Field Notes

Work Order #3706

September 7, 1967

Page -2-

The following references were made for this corner:

Tack in Northeast corner of a garage, 32.15 feet distant
Tack in Southeast corner of garage, 13.85 feet distant
Iron rod in stump South $54^{\circ} 30'$ East 28.38 feet (agrees with G.L.O. Notes)
Concrete nail in power pole South 80° East 30.08 feet distant

A map of Division No. 2 was obtained from the County Engineer's Office, which was prepared in 1921 by A. P. Cruikshank, a registered engineer. We found a 2" iron pipe at the Northwest and Southwest corners of Lot 2. Assuming they were good, we established a line between them and turned the angle as called for but this did not fit the highway or another iron pipe which we found to the West.

A search was made for lot corners in Uehlinger Addition (By Hobson in 1951) but none could be found.

We obtained a map of the McKinnen survey by Perkins in 1959. We found all the iron pipes on the line between Lot 6 and Lot 9. The distances between them did not check according to the map. The following discrepancies were noted (measured 24.18 feet, map 25.4 feet) (measured 168.50 feet, map 168.15) (measured 47.75 feet, map 47.85 feet). All points formed a straight line. We projected this line North $80^{\circ} 52'$ East from a found iron pipe which was shown as the Northwest corner of Lot 6 and measured a distance of 606.33 feet to the East line of a 15 foot road, which is also the North-South one-quarter Section line of Section 6. At this point we turned the Northwest quadrant angle of $99^{\circ} 08'$ to the found South one-quarter corner of Section 6, which agrees with the plat. From this point we chained North 402 feet to a point opposite to a fence corner running West. This distance checks within a foot with the plat call.

On the official map of Division No. 1, the East-West distance of 388 feet shown in Lot 6 fits the 393 feet shown along the North line of Lot 6. Calculations indicate that, if the geometric condition established by the bearings, angles and distances which do agree upon the face of the plat that the distance along South line of Lot 6 should be 423.57 when the plat bearing of South $66^{\circ} 21'$ West is used. The plat called for 422.4 feet, discrepancy = 1.17 feet. Therefore we calculated the frontage distance for the Rushton Tract should be 241.96 feet in order to be consistent with the measured distance of 224.49 feet along the Rushton North line. Our calculations for the Piatt tract was done in the same manner.

The found 2" iron pipe, we accepted as the true Northwest corner of Lot 6. It is consistent as to distance and bearing from the Northeast corner of Lot 7 and using the calculated frontage along the South lines of Lots 6 and 7 as above described to set the Southwest corner of Lot 6, makes the West line of Lot 6 parallel with the East line of Lot 7.

The original Lot 6 does not close. The North-South error was calculated to be 13.13 feet and East-West error 5.83 feet. Due to this plat error and the highway taking 10 feet for right-of-way, explains why the lots are about 20 feet short in length as compared to the original plat.

The South line of Lots 6 and 7 which we established from plat calls does not fit too well with the pavement as constructed. The North right-of-way line as established from the pavement hits the Southeast corner of Lot 6, but at the Southwest corner of Lot 6, this right-of-way line is 4 feet South of our established corner. No points could be found to establish a true right-of-way line.

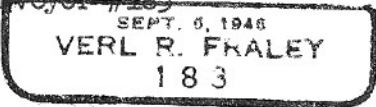
Because of this and discrepancies in the Piatt Deed #661644, we wrote a new discription for a correction deed. More or less distances were written to the Northerly right-of-way line of the Old Columbia River Highway. The only way we could determine this line was from the centerline of the pavement.

Deed bearings were used on this survey.

The attached map, which is by reference made a part of these notes, shows the distances, bearings and points established on this survey.

I certify that this work was done under my direct supervision.

SIGNED: Verl R. Fraley
Verl R. Fraley, Oregon Land
Surveyor #183



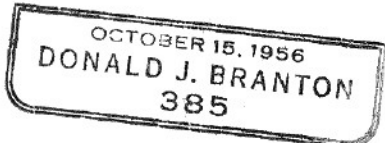
CHECKED AND APPROVED:

TENNESON ENGINEERING CORPORATION

Donald J. Branton
Donald J. Branton, President



DJB:1



FILED

JUL 10 1969
Carlos Van Elberg
COUNTY SURVEYOR
DEPUTY